

## The Sun

MONDAY, MAY 20, 1907.

Entered at the Post Office at New York as Second Class Matter.

Subscriptions by Mail, Postpaid.

DAILY, Per Month	50 00
DAILY, Per Year	5 00
SUNDAY, Per Year	2 00
DAILY AND SUNDAY, Per Year	6 00
DAILY AND SUNDAY, Per Month	70

Postage to foreign countries added.

Published by The Sun Printing and Publishing Association at 170 Nassau street, in the Borough of Manhattan, New York.

Parties office, 212 Rue de la Grande. The daily and Sunday editions are on sale at Kiosque 12, near the Grand Hotel, Kiosque 14, Boulevard des Capucines, and Kiosque 19, Boulevard des Invalides.

If our friends who favor us with manuscripts for publication will send them to the publishers, they must in all cases send stamps for their postage.

## Cuba's Anniversary.

On this day five years ago the United States placed in the hands of the Cuban people the government and control of their own affairs. For a time the infant republic thrived as well as infant republics are wont to do, and gave encouraging signs of its permanent establishment.

It has been the custom of THE SUN to notice Cuba's birthday from year to year, to comment on the island's condition and progress, and to extend such congratulations as seemed appropriate. The history of the Cuban republic is told in these excerpts from our annual comments:

"A year old and doing quite as well as could be expected. Her record for the first year presents much that is deserving of commendation and little that justifies criticism."

"An excellent showing for a two-year-old whose continued existence as a nation for even that short space was doubted by many Americans when the island started in business on its own account."

"For three years in Havana Cuba has waved over a land where law and order have prevailed and industry has found its reward in ever increasing prosperity. Never before in her history were her prospects so bright; never before was her condition so sound."

"Individually Cuba's four years of independence have been notable. Financially the island has presented a remarkable record. From a political point of view the experience of the country is open to criticism. The charge is made that the only real difference between the present system and that of pre-revolution days is that control is in the hands of Cubans instead of in the hands of Spaniards."

So runs the history of an experiment in self-government. Four months later the country went into political bankruptcy and the United States once more assumed the receivership. Industrial activity, financial prosperity and the esteem of the world were subordinated to corrupt political schemes by self-seeking politicians. The restoration of the State thus forfeited depends entirely upon the attitude taken and the course pursued by the people of the island. It is for them to furnish a reasonable assurance of its proper administration.

## American Cotton Should Be Manufactured at Home.

In the convention of the American Cotton Manufacturers' Association, which ended its session at Philadelphia on May 15, interesting speeches were made by Vice-President FAIRBANKS and ex-Senator McLAURIN of South Carolina. The text of the speeches was the regrettable fact that while we produce three-fourths of all the raw cotton of the world we send two-thirds of it abroad, whence a considerable part of it returns in a manufactured form to this side of the Atlantic. At present we manufacture for domestic consumption and for export only the coarser and cheaper fabrics, while we ourselves import the finer qualities of cotton goods for our own use. At present the best customer for our manufactured cottons is China, yet even there we supply only an insignificant percentage of the quantity needed by four hundred million human beings.

Why is it that we are so backward in cotton manufacture, as compared with countries that have to depend mainly upon us for supplies of the raw material? It is commonly assumed that American cotton manufacturers possess an advantage over their foreign competitors, not only by reason of the fact that they produce most of the raw material, but also because our people evince more ingenuity in the invention of labor saving and product increasing machinery. So far as cotton fabrics are concerned, we are at the present time behind Great Britain in the application of improved machinery and of the best methods of obtaining the largest output of finished product with the least expenditure of energy. Then again, Germany surpasses us in the application of dyes.

There is another cause for our inferiority in respect of the production of high class cotton fabrics. It was pointed out at Philadelphia that the cotton mills of the Southern States have failed to reap an adequate profit from their proximity to the raw material on account of the serious difficulty of procuring capable workmen in sufficient numbers. There seems to be no prospect of overcoming this drawback except through immigration, and immigration, though it is encouraged by Southern manufacturers, is by no means welcomed by all producers of the raw material. For example, the Farmers' Union of Georgia recently declared itself opposed to the immigration of foreigners, on the ground that by accepting lower wages they would drive the native Georgians out of the cotton mills, and that the more the output of our domestic cotton manufacturers should be increased the greater would be the demand for the production of the raw staple, and in proportion as the area under cotton should be expanded the price of the crop would be lowered.

We need not say that a political economist would draw from the premises an opposite deduction. Ex-Senator McLAURIN, who spoke as an expert, recalled the fact that when the Southern planter was starving on five cent cotton the cotton manufacturing trade was as unprofitable as it well could be and survive. He

insisted that what was needed in this country was to manufacture our raw cotton at home and send it abroad in the form of the finished article. To that end, he said, it is indispensable that the mills should come to the cotton. They are already coming, he added; and he predicted that within the next half century the Southern States would enjoy as complete a monopoly of the cotton manufacturing industry of the world as they now do in the production of the raw material. Then, instead of ten cents for raw cotton, the inhabitants of the South will draw from the rest of mankind thirty, forty or fifty cents a pound for the finished product, thus making their section of the Union rich beyond their wildest dreams.

Vice-President FAIRBANKS, who followed ex-Senator McLAURIN, advised the American cotton manufacturers, instead of confining their exports mainly to the extreme Orient, where as regards the coarser fabrics they are certain soon to be confronted with a formidable rival in Japan, to seek by concerted efforts a market in Latin America. He recognized the great public service rendered by Secretary Root in forcibly directing the attention of American manufacturers to South America as an outlet for their products.

## A Doubtful Scheme.

There is a good deal of activity in connection with proposals that the Federal Government undertake the reclamation by drainage of some 50,000,000 acres of swamp lands. It is urged that if it is good business for the nation to reclaim large areas of arid land by carrying water to them it is equally good business to reclaim swamp lands by taking the water away from them. The argument is plausible, but it does not work out.

The general merit of an enterprise which would add 50,000,000 acres to our present expanse of farm land is unquestionable. We are not suffering from the lack of it to-day, but it is only a question of a few years before it will be wanted and needed. There is, however, a marked difference between our present irrigation enterprises and the proposed drainage schemes. The Federal Government is irrigating millions of acres of public land by a temporary use of public funds derived from the sale of public lands. The nation is improving its own property in a manner that involves no cost to the public. A very large percentage of the swamp lands of the country are the property of individual States or of private individuals. If the present owners will deed these now worthless properties to the Federal Government, or if the swamps could become national property by the payment of some reasonable price, the argument for drainage under Federal auspices would command attention.

It is both proper and wise for the Government to reclaim by irrigation, to improve by reforestation or to convert into vast parks any areas which are the property of the nation. The argument that the nation should or that it may improve State lands or private lands by drainage systems would find a parallel in proposals that the Federal authorities fertilize lands of like ownership for the purpose of making them more productive than they are now.

## Side Lines to Life Saving.

In 1905-06 there were 848 marine disasters within the territory covered by the United States Life Saving Service, in which 5,320 persons were involved, of whom forty-nine were lost. The property endangered was valued at \$15,041,140, and the money losses amounted to \$2,775,040. In 591 cases vessels valued at \$7,966,450 were saved under conditions which but for the assistance rendered would have resulted in total losses. That the life saving crews attended to their regular business with skill and devotion these statistics make apparent. That they did not confine themselves strictly to the duties for which they were organized originally, and that they were not slow to give aid wherever they could, the "Letters Acknowledging the Services of Life Saving Crews," printed in the annual report for the year prove. Here is a sample from a citizen of West Tibury, Mass.:

"A little incident in connection with the United States Life Saving station at Gay Head moves me to write you these few lines. Recently a sister-in-law of mine passed away. I wanted to send to her husband's brother, who lives on No Man's Land, to inform him of her death. My only hope to send him word was in the good offices of the life saving station at Gay Head. For the time being there was no other means of communication with the island. When I applied to Captain ALAN S. CROOK, who had been to the island many times to kindly and courteously help me in my predicament. He took the message to the deceased's brother-in-law on No Man's Land. Had it not been for this kindness he would have been unable to attend the funeral. Therefore I take this opportunity to express my heartfelt appreciation of the Gay Head life saving station as a useful institution; and of the services of Captain CROOK as an obliging Government official."

The services of the life savers at the time of the San Francisco earthquake and fire called out two letters of approval. This was sent by the municipal fire commissioners:

"The attention of this board having been directed to the valuable services rendered this department by yourself and men under your charge during the recent great conflagration here in kindly volunteering aid giving your aid to this department in its most hopeless battle with the flames on that occasion, we take this opportunity of expressing to you, and through you to the men under your charge, our most sincere thanks, and to assure you that the services in question were greatly appreciated."

Fire Marshal CHARLES TOWSE said the same thing at greater length. From Nome, Alaska, came this acknowledgment of rescue from a threatened disaster not caused by the sea:

"The Miners and Merchants Bank desire to express their gratitude to your department for the valuable work done by Keeper THOMAS A. ROSS and the entire crew of the life saving station at this place."

"On the morning of April 16 last a fire started in the assay office connected with this institution, and had it not been for the fortunate presence in the vicinity of the crew of the Nome life saving station a serious conflagration might have resulted. As it was, by their timely work the danger was merely nominal and the fire extinguished without the aid of the fire department, which, however, was called to the scene."

From the "Services of Crews" a few

extracts show the variety of emergencies in which the surfmen showed their usefulness on shore as well as on the water:

"A forest fire was discovered on the north side of White Lake and rapidly working toward several cottages in the vicinity. The station crew quickly proceeded to the place with fire buckets, and in a short time had the conflagration under control."

"The keeper learning that a man was seriously ill and unable to obtain temporary relief, visited him at his cottage, administered to his wants, and cared for him until he was out of danger."

"An automobile having run into the surf, the keeper and his crew, with the aid of a horse, hauled it up on shore, where the owner took charge of it."

"The life saving crew manned the surfboat and pulled to an outward bound steamer and brought aboard two watchmen of the immigration service. Later a similar service was rendered."

"A runaway horse hitched to a bus dashed into the surf, but was recovered by the north patrol, who turned the team over to the owner."

"The keeper upon learning that a hunter was suffering from exposure and exhaustion in a marsh two and a half miles south of the station, sent a team in charge of two surfmen, who conveyed him to his home."

"Two men, while on the beach hunting, were caught in the severe storm and unable to return home. The keeper took them to the station and furnished them shelter, food and dry clothing from the stores of the Women's National Relief Association."

"A man having run a nail through his hand, came to the station and requested medical assistance. The keeper dressed the wound, after which the man proceeded to his home."

"A man, having become ill on the beach was removed to his home by a surfman and received medical attendance until out of danger."

"An intoxicated man becoming violent on the beach, and the keeper, fearing he might do himself bodily harm, notified the police, who took the man into custody."

"An intoxicated man walking near the station and in danger of falling into the river was cared for by the surfmen and sent to his home."

"A number of women and children were sheltered at the station while being vaccinated by the army surgeon."

The letters received by the officers of the service almost invariably speak of the kindness, courtesy and high consideration shown by the life savers for all to whom they give aid. They have virtues other than the bravery and self-sacrifice they always display in time of storm on the sea.

## Did King Edward Influence the Czar?

According to a telegram from Switzerland the *Journal de Genève*, which is generally believed to have succeeded the defunct Belgian newspaper *Le Nord* as a semi-official organ of the Russian Ministry for Foreign Affairs, attributes the continued existence of the Duma to the direct intervention not only of Premier BANNERMAN but of King EDWARD himself. It is a fact that just before the adjournment of the Russian national assembly for the Easter recess a despatch from Tsarskoe-Selo announced that a decree dissolving the body had actually been drawn up and only awaited the Czar's signature. That signature has not been attached, and moreover, since the reconvening of the chamber some progress has been made toward fruitful cooperation on the part of Constitutional Democrats, who as yet control the Duma, with the Stolypin Cabinet. On the face of things some exterior influence seems to have intervened.

We pointed out some time ago that Britain's Liberal Government must be both desirous and able to avert the abolition of representative institutions in Russia. It must be desirous, because the establishment of a cordial understanding with the great northern empire would have two valuable results for the United Kingdom. It would relieve the last named Power from the disagreeable necessity of turning to account the Anglo-Japanese treaty by invoking Japan's aid in the defence of India. There is reason to fear that by such an appeal British prestige would be gravely impaired in the eyes of all the racial factors of India's population. Then again, if Russia should become hostile to Great Britain the latter might find it extremely difficult to preserve her present *entente cordiale* with Russia's French ally. Strong, however, as are the motives for entering into close relations with the St. Petersburg Government, British public opinion would not tolerate the conclusion of a friendly compact with a sovereign who should have violated his solemnly pledged word to give his people a considerable instalment of representative self-rule. That is to say, had the Duma been dissolved without a better pretext than any hitherto afforded, Premier BANNERMAN would have felt constrained to abandon the negotiations for an Anglo-Russian treaty.

Even more obviously is it the interest of NICHOLAS II. to heed a remonstrance emanating from the present British Government. He must be aware that very little more money is procurable by him from France in the shape of a loan, and that even this little would be withheld should the St. Petersburg Government give offence to Great Britain, which is now looked upon in Paris as a trustworthy friend. Moreover, for one additional franc obtainable in France a pound sterling could be borrowed in England if that country should enter upon relations of intimate amity with the Czar. In view of these facts it would be difficult to exaggerate the influence which King EDWARD VII. and Premier BANNERMAN might now exert at Tsarskoe-Selo.

While in Scotland last autumn I arrived at Mallow, Kirkcubrightshire, and wanting a stamp for a picture post card I inquired for the post office, but to my surprise I was informed the town had no post nor telephone office. Investigation revealed that the town had a population of more than 8,000 inhabitants, being also a borough, with its own council and holding this unique town has to depend on Dumfries—nearly three miles distant—for everything of a postal nature.

The town's capital is already unusually well furnished with public parks and gardens in the midst of the city, to say nothing of the magnificent expanse of the Priory, with its miles of avenues and walks stretching down to the main stream of the Don.

Etiquette for Diners Out. What is the etiquette of restaurants? A man-New Yorker writes to the editor of THE SUN: "I have been served a patron. Do I have to thank him and up him too? It strikes me that a waiter who takes a tip wouldn't appreciate a thank you if it was not a money matter. I know he would not all be got. Anyway, how is it? Does one have to be polite and pay in addition?"

NEW YORK, May 18. BROOKLYN DEMOCRAT.

Accented For. Knecker-Carrage says that millionaires rarely smile.

Bocker—Evidently they never look in the glass.

Prompt and thorough revision of all tariffs

schedules, reducing duties wherever possible without reducing wages of labor."

Bravo for Uncle ISAAC! But he should understand that one of the first duties to go or be cut down would be the impost on lumber.

Uncle ISAAC is also for a Federal tax of incomes. That is handsome of him, because he is deep in canals, steamboats, mills, lands and cattle, as well as crude lumber, and is rated at \$10,000,000. But won't the Constitution have to be amended before the Federal Government can tax the income of those millions?

Uncle ISAAC is also for the election of United States Senators by direct vote of the people. As he has declared for the accommodation CONNOR for the long term Senatorship, and therefore will not be a candidate himself, and moreover, as he could not probably be elected by the people, this reform impulse of Uncle ISAAC is natural if not handsome of him. A patron and protégé of ROBERT MARION LA FOLLETTE could advocate nothing less.

Mr. STEPHENSON will be an interesting addition to the Elder Statesmen in the Senate. By all accounts he is spry and Senator MORGAN or Senator PETTUS, and a better business man than either. His services as a tariff expert on lumber and its products should be invaluable if Congress gets round to the tariff during his two years of industry, and being a Canadian by birth he ought to be able to give Senator LODGE some points on reciprocity and get Mr. LODGE in touch with Massachusetts sentiment. Uncle ISAAC can also relieve the isolation of Mr. LA FOLLETTE. The spectacle of Mr. LA FOLLETTE and Mr. SPOONER not speaking as they passed by and the cold blooded baying of the junior Senator by upstart Senators were painful to students of greatness.

Senator FORAKER deserves the thanks of at least some of his opponents. He is bringing national notoriety to several patriots who hitherto have been unknown to fame outside their home State.

I find that usually the machine gets behind the man who has behind him the 90 per cent. of his party that does not particularly care whether the machine is comfortable or not.—*Ex-Speaker Cannon in Albany.*

And then the politicians modestly announce that they are the heaven sent "leaders of public opinion."

## The Burlington Magazine for May.

In the May number of the *Burlington Magazine*, E. Alfred Jones describes Mostyn Hall, in North Wales, and a remarkable collection of old silver. One interesting object is a small nine strung silver harp, held in the family since the reign of Queen Elizabeth, and known to have been offered in 1568 as a challenge prize at the meeting of the Honourable Kneidard at the residence of Sir Christopher Cooke, the Piccadilly Hotel, designed by Norman Shaw, R. A., is discussed in an editorial article.

Lawrence Weaver, F. S. A., concludes his interesting series of papers on the Cretaceous life of the Cretaceous period with a paper on the "Modern Painter" discusses modern English art critically. There is an article on "Danish Painters of Denmark," and one on "The Portraits of Sir Francis Drake," which speaks of a Persian bowl recently acquired by the British Museum, early Eastern pottery, rice grain and Gambroon ware, and the success of the Japanese in Gambroon porcelain, which they call "fired" style.

The frontispiece is a fine photograph of the Chardin's famous picture "The Woman with a Frying Pan," a copy of Van Dyck's well known portrait of Charles I., supposedly by Gainsborough; the portrait of Agrippina, the mother of Nero, by Titian; the voyage of Aeneas and the building of Carthage and the visit of the Queen of Sheba to King Solomon.

"Art in America" this month of May presents two photographs of the Cretaceous period, one belonging to P. A. B. Widen's collection, the "Hals The Lady With a Frying Pan," a copy of Van Dyck's well known portrait of Charles I., supposedly by Gainsborough; the portrait of Agrippina, the mother of Nero, by Titian; the voyage of Aeneas and the building of Carthage and the visit of the Queen of Sheba to King Solomon.

Art in America. This month of May presents two photographs of the Cretaceous period, one belonging to P. A. B. Widen's collection, the "Hals The Lady With a Frying Pan," a copy of Van Dyck's well known portrait of Charles I., supposedly by Gainsborough; the portrait of Agrippina, the mother of Nero, by Titian; the voyage of Aeneas and the building of Carthage and the visit of the Queen of Sheba to King Solomon.

Art in America. This month of May presents two photographs of the Cretaceous period, one belonging to P. A. B. Widen's collection, the "Hals The Lady With a Frying Pan," a copy of Van Dyck's well known portrait of Charles I., supposedly by Gainsborough; the portrait of Agrippina, the mother of Nero, by Titian; the voyage of Aeneas and the building of Carthage and the visit of the Queen of Sheba to King Solomon.

Art in America. This month of May presents two photographs of the Cretaceous period, one belonging to P. A. B. Widen's collection, the "Hals The Lady With a Frying Pan," a copy of Van Dyck's well known portrait of Charles I., supposedly by Gainsborough; the portrait of Agrippina, the mother of Nero, by Titian; the voyage of Aeneas and the building of Carthage and the visit of the Queen of Sheba to King Solomon.

Art in America. This month of May presents two photographs of the Cretaceous period, one belonging to P. A. B. Widen's collection, the "Hals The Lady With a Frying Pan," a copy of Van Dyck's well known portrait of Charles I., supposedly by Gainsborough; the portrait of Agrippina, the mother of Nero, by Titian; the voyage of Aeneas and the building of Carthage and the visit of the Queen of Sheba to King Solomon.

Art in America. This month of May presents two photographs of the Cretaceous period, one belonging to P. A. B. Widen's collection, the "Hals The Lady With a Frying Pan," a copy of Van Dyck's well known portrait of Charles I., supposedly by Gainsborough; the portrait of Agrippina, the mother of Nero, by Titian; the voyage of Aeneas and the building of Carthage and the visit of the Queen of Sheba to King Solomon.

Art in America. This month of May presents two photographs of the Cretaceous period, one belonging to P. A. B. Widen's collection, the "Hals The Lady With a Frying Pan," a copy of Van Dyck's well known portrait of Charles I., supposedly by Gainsborough; the portrait of Agrippina, the mother of Nero, by Titian; the voyage of Aeneas and the building of Carthage and the visit of the Queen of Sheba to King Solomon.

Art in America. This month of May presents two photographs of the Cretaceous period, one belonging to P. A. B. Widen's collection, the "Hals The Lady With a Frying Pan," a copy of Van Dyck's well known portrait of Charles I., supposedly by Gainsborough; the portrait of Agrippina, the mother of Nero, by Titian; the voyage of Aeneas and the building of Carthage and the visit of the Queen of Sheba to King Solomon.

Art in America. This month of May presents two photographs of the Cretaceous period, one belonging to P. A. B. Widen's collection, the "Hals The Lady With a Frying Pan," a copy of Van Dyck's well known portrait of Charles I., supposedly by Gainsborough; the portrait of Agrippina, the mother of Nero, by Titian; the voyage of Aeneas and the building of Carthage and the visit of the Queen of Sheba to King Solomon.

## FAIR TREATMENT OF RAILWAYS.

An Effective Presentation of the True Principle of Community of Interest.

From the recent address of President W. W. Finley of the Southern Railway at the National Conference of the Southern Railway Association.

Every intelligently managed railway is constantly striving to increase its service to the public, for it is only by so doing that its revenues can be increased. You are business men, and no one can better understand the difficulties that the railways of this section are called upon to overcome in their efforts to increase their service, or better appreciate the efforts that are being made to overcome them. You know that the last few years railway operating expenses, representing the cost of the production of transportation, which is the only commodity the railway has to sell, have increased enormously. You know that practically everything that a railway must buy for use in construction and operation has greatly advanced in price, and that the wages of labor of all kinds have increased very largely. When the cost of manufacturing any commodity which the commercial traveller is engaged in selling increases, and when there is at the same time an active demand for all of that commodity that can be produced, the manufacturer advances his price. You must then advance the price to the retailer, and he must advance it to the consumer. In other words, if the production and sale of transportation could be carried on subject to the operation of the law of supply and demand, as completely as can the manufacture of cotton goods or of clothing, present conditions are such as would justify a very material advance in the selling price of transportation. But the price has not advanced. On the contrary, notwithstanding the great increase in the cost of railway operation and the urgent necessity for the expansion and improvement of railway facilities, the tendency has been downward, and it is proposed to compel the railway to put in force legislation arbitrarily reducing still further the price at which transportation can be sold and imposing penalties for failure to perform services beyond the ability of the roads.

There can be but one result of the enforcement of this policy by the States. It must inevitably tend to cripple the roads and retard improvements of service, even if it does not make impossible the maintenance of the present level of service. Every farmer, every manufacturer, every merchant, every banker, every landlord, every professional man, and without question every commercial traveller, doing business in the Southern States is personally and vitally interested in preserving and increasing the prosperity of the railways of this section. Each individual in each of these classes is for two reasons interested in railway prosperity. There is no policy of any class or no interest, either directly or indirectly, in efficient transportation. Even if he is not a frequent traveller or a large shipper, his business is dependent on the prosperity of those who are. Each one in each of these classes is also interested in the railways being able to maintain a high rate of expenditure in the Southern communities. The railways of the South are now expending in operation and construction more than \$200,000,000 a year for Southern railroads, and Southern materials and supplies. Reduction of earning power and destruction of credit can have but one effect upon these expenditures. It will certainly prevent their being increased as rapidly as will be necessary if the transportation needs of the South are to be met, and if carried far it must result in their being scaled down.

On June 30, 1905, the date of the last official figures, there were 10,000 miles of railway in the States of the Mississippi and south of the Ohio and Potomac, and their aggregate pay was at the rate of \$100,415,518 a year. In the same year the total operating expenses of the railways in this territory amounted to \$177,907,088. Practically every dollar spent in wages and a very large proportion of all the other operating expenses were expended in the South. Expenditures for capitalized extensions and betterments in that year increased this total by tens of millions. Later statistics would show still larger totals. For instance, the wage expenditure of the Southern Railway in 1906 was \$2,874,711 a mile of road, an increase of \$301.07 a mile over the year for which the above statistics are given, and for the current year they will be still larger.

The Southern farmer is interested in this vast expenditure. Every increase in railway wages such as has taken place in the last year, every increase in the number of railway employees, and every increase in expenditure for maintenance and betterments, increases the purchasing power of the great army of those directly and indirectly interested in railway expenditures, and every reduction decreases their purchasing power and their consumption of farm products. As I said on a previous occasion, full dinner pails and plenty of them mean full pockets for the farmers. In the same way they mean full tills for the merchants, full order books for the commercial traveller, and greater prosperity for all. Any reduction in these expenditures would injure each farmer and each merchant far more than he would be benefited by any possible reduction in transportation charges.

No class of men are more quick to recognize the value of these fluctuations in their sales than are commercial travellers, and it is not necessary for me to point out to you the effect upon your business of any material reduction in railway wage payments or of the stoppage in any locality of railway improvements. There is not a line of trade represented here to-night the sales of which would not be injuriously affected if by reason of adverse legislation the power of the railways to maintain their present expenditures should be crippled.

There is not a line represented here that has not been benefited by the increase in railway expenditures in the last few years and that would not be still further benefited by further increases. You are interested in maintaining the credit and financial resources of the railways of this section at the highest possible level, not only because you are interested in securing better and safer passenger service and more prompt and more efficient freight service, but because you are also interested in the maintenance of the purchasing power of each element of the population at the highest possible level.

I believe that when the Southern people thoroughly understand the situation and fully realize the complete identity of their interests with those of the railways of this section there will be little reason to fear unwise legislative action. No intelligent railroad man wants to charge a higher rate than is reasonable. If he made such charge the business would not permanently prosper and the carrier in the end would suffer. That Southern legislators can be depended upon to deal fairly and justly with the transportation interests of the South, upon the efficiency of which the success of all Southern business enterprises depends, has been illustrated by the action of the Legislature of this State of South Carolina in declining to enact laws that would tend to retard railway development and improve-

ment in this State. The Legislature of Tennessee was equally wise and conservative. The conservative course of the Legislatures of South Carolina and Tennessee will be beneficial to the people of those States, not only by tending to encourage railway development within their borders, but by encouraging investments of all kinds. Every business man knows that capital invariably flows into localities and enterprises in which it is safest. The best advertisement, therefore, that any State can have is the widespread knowledge of the fact that its lawmakers can be depended upon not to embark upon policies that would endanger investments, and I believe that the people of South Carolina and Tennessee will have no cause to regret the conservative spirit which animated their legislators during their recent sessions. Not all of the States have been so conservative as the two I have mentioned, and unfortunately there is danger that the evil effect of injurious legislation in other States may be felt beyond the borders of the States in which it is enacted.

A crucial point in the development of the South has been reached. The commercial and industrial growth of any community is limited by the capacity of its transportation facilities. The transportation demands of the South have about reached the maximum capacity of the carriers. You will not be able to increase your business unless the capacity of the railway lines of this section is increased. There are only two ways by which the product of the South can be carried to market—by rail and by water. Each must supplement the other. Rail transportation must stop at the sea. Water transportation is not adequate for interior commerce nor by itself for coastwise or foreign commerce. No community would for a moment oppose the policy of improving its water transportation, yet it would be just as logical to do so as for it to array itself against the railways and to favor policies that would impair and cripple them. Railway extension and improvement should be supported by public sentiment just as is the improvement of waterways. Otherwise it will be impossible for the railways to keep pace with the constantly growing demands for transportation. To keep pace with these demands in the South will require the expenditure of many millions of dollars in the immediate future. This money can be obtained only if the credit of the community can be preserved. The credit of the railways and their ability to expand and expend very largely upon the attitude toward them of the people of the States as expressed through their legislative representatives. If the transportation companies can be assured of fair and just treatment the confidence of investors in railway securities will be restored and it will be possible to obtain the funds needed for improvements and extensions. Unless the roads can have their credit preserved, their betterment and improvement must be hampered, if not destroyed.

The situation is one calling for the highest order of patriotism and for economically sound statesmanship. I am so firmly convinced of the complete identity of the interests of the public and of the railways that I do not believe any man can perform a duty of higher patriotism than by actively and earnestly assisting in bringing about the treatment for the railways and in building up cordial relations and harmonious cooperation between the roads and the people.

There has been a disposition in some quarters to regard a railway as different from any other kind of business institution, to look upon it as a concern to be subjected to repressive legislation of a nature that would be universally recognized as unjust and despotically applied to any other kind of business. I am convinced that a better understanding of the proper relations between the public and the railways is being brought about, and that it is now more generally realized that the railways of a section cannot be crippled without at the same time crippling every business enterprise in that section.

The carriers of the South are engaged in a great and useful work. By furnishing a way to market they are stimulating the industry, and encouraging the productive capacity of the people. The people cannot continue to produce more than they can get transported to the markets of the world. To set a limit upon the capacity of the carriers is to set a limit upon the energy and productive capacity of the people whom they serve. Any interest, however more independent or more identical, that should stand shoulder to shoulder in the great battle for industrial supremacy, where section against section and country against country contend; for it must be recognized as an immutable truth that no section can be industrially supreme which cripples its carriers and has inferior ways to market. The section with a narrow and a haphazard policy toward its railways must always be in a subordinate position. I believe that the statesmanship of the South will realize the soundness of these principles and by a broad and enlightened policy of protection to just rights will justify the expectation that here among our own people and in Southern sentiment will be found the bulwark of conservatism in America.

## Peace Loving Kansans.

From the *Topeka State Journal*. Out in Grant county the first jury trial in ten years was held last week, and the trial was a trifling damage suit that had no trial over. Not only was there not a criminal action in that time but there was not even a civil dispute that required the services of a lawyer. The people of Grant county have little use for a court.

The prohibitory law has always been enforced in nearly all of the shortgrass counties. Few of them have liquor stores, and there are in western Kansas rarely have an inmate from one year's end to another.

## Is the Bald Eagle a Game Bird?

Wild game correspondence *Philadelphia Press*. Upon the question whether a bald eagle is a destructive bird hinges the guilt or innocence of A. M. Dimmick, a well known man of this city, who is accused of violation of the game laws in wounding and capturing the bird.

Dimmick, who caught the bird after shooting and wounding it some days ago, was arrested to-day by Game Warden Shoemaker. A hearing will be held next week. His attorneys claim the bird is destructive and that the game law permits it to be shot.

Why the Show Failed. From the *Leicester Light*. Do you know why that show at the opera house did not have any crowd to speak of? Well, the juggler got lost yesterday afternoon and went around selling popcorn. He was going to sell five cans of dynamite at the evening performance.

What Makes the World Go Round. We have listened with attention to the lecture given by the Rev. Mr. Dimmick. While the preacher in his sermon told us what we ought to do. We have turned our ear respectfully to the college graduate. While he gave us rules and methods for the government of the State.

To the Presidential message. We have given watchful heed. While he issued his instructions. For our daily life and need.

Yet the reason we are moving. Toward a fairer, better dawn. Is the Jones and Brown and Smith. Just arrange to money men. McLAURIN WILSON.

## CHRISTIAN SCIENCE HEALING.

A Protest Against Perversion of Dr. Oiler's Remarks